

<b>Committee:</b> Cabinet	<b>Date:</b> 6th June 2007	<b>Classification:</b> Unrestricted	<b>Report No:</b>	<b>Agenda Item No:</b>
<b>Report of the Corporate Director</b> Environment and Culture, Alex Cosgrave		<b>Title:</b> Extension of Controlled Parking into the Fish Island Area		
<b>Originating Officer:</b> John Chilton, Head of Parking Services		<b>Wards Affected:</b>  Bow East		

## 1. SUMMARY

- 1.1 In 1997 and 1998 a decision to introduce controlled parking in Fish Island, through the introduction of a Controlled Parking Zone, was deferred. The parking situation in this area has been reviewed and parking controls are again proposed.

## 2. RECOMMENDATIONS

Cabinet is recommended to:

- 2.1 Approve the extension of Controlled Parking into the Fish Island area as set out in paragraph 4.5 for the reasons set out in Appendix 2.
- 2.2 Authorise the Service Head, Environmental Control, to make the necessary Traffic Management Orders provided no unresolved objections are received following statutory consultation and publication of appropriate notices.
- 2.3 Note the following timetable of events should recommendations 2.1 and 2.2 above be agreed.
- (a) Consultation and Publication of Notice of Proposals - July 2007
  - (b) Consideration of any objections received - August 2007
  - (c) If no objections are received or have been resolved make necessary Traffic Management Orders, publish notice of Making and introduce Controlled Parking - October 2007
  - (d) If objections are received and are unresolved by Officers, report back to Cabinet for decision on whether to proceed with the scheme with or without modifications - October 2007

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**Local Government Act, 1972 Section 100D (as amended)**  
**List of “Background Papers” used in the preparation of this report**

Brief description of “back ground papers”	Name and telephone number of holder and address where open to inspection.
Previous Committee Reports	John Chilton X6969

### **3. BACKGROUND**

- 3.1 In 1997 when the Council were extending Controlled Parking into the Bow Poplar and Isle of Dogs areas that were previously uncontrolled, the Planning & Environmental Services Committee at its meeting on 1<sup>st</sup> December 1997 considered a report and agreed to defer the introduction of Controlled Parking into the Fish Island area and review the situation 6 months later.
- 3.2 In reaching this decision Committee were mindful of the serious concerns raised by businesses in the area, that the business area is subject to regeneration initiatives and that the Council's own Regeneration and Tourism Section did not support the introduction of Controlled Parking Zones in this area at the time for the following reasons:
  - a) "The area is very poorly served by public transport at present (Hackney Wick (North London Line) and Pudding Mill Lane (DLR) stations are some distance from most of the area with no buses servicing the area).
  - b) The area is distinct from other parts of the Borough because it is predominantly if not entirely non residential, is geographically separate from the rest of the Bow area so there is no problem with commuters parking and working in the area."
- 3.3 As a result it was agreed that the parking bays which had already been marked out (approximately 360 spaces) would not be controlled. It was however considered that some of the yellow line waiting restrictions should be enforced where traffic flow, sightlines etc, were being compromised so as to curtail indiscriminate parking.
- 3.4 At its meeting on 23<sup>rd</sup> June 1998 the Committee considered a further report and agreed to a further deferment of parking controls to be reviewed when the public transport situation improves.
- 3.5 The public transport situation has since been changed by the introduction of Bus Route 339 and the construction of a pedestrian bridge across the canal at Roach Point which reduces the walk distance to Hackney Wick Station. The 339 route was introduced 4 years ago but does not cover most of the Fish Island area as it only runs from Shadwell via Mile End to Crown Close, the old Dudley Stationers site.
- 3.6 Over the last few years there has been an increase in residential population with 2 "Live-Work" developments.

According to the Electoral Role there are 244 registrations within the area: 90 on Wick Lane, 72 for Roach Road, 72 for Dace Road and 10 for Whitepost Lane.

- 3.7 The Borough's emerging Local Development Framework provides strong protection of industrial use within Fish Island North, Central and South. As such, any residential development – including new live-work units – within these areas will be strongly resisted. Fish Island East forms part of the Olympics site, but will provide new residential development, together with a new school, community and employment uses, as part of the Olympic Legacy after 2012.
- 3.8 Parking provision within all new developments is subject to Council policies which are in line with the parking standards in the Mayor's Plan and Local Implementation Plan. Additionally, Section 106 Car Free Agreements are generally attached to all new developments as part of the planning permission. Such agreements effectively restrict occupants from obtaining on street parking permits. The current developments on Wick Lane and Roach Road are subject to such Section 106 Agreements. All applications for developments are considered on their individual merits, and it may not be appropriate to require all future developments on Fish Island to be car free.

#### **4. PROPOSALS**

- 4.1 With the 2012 Olympics at Stratford, the area will undergo major infrastructure changes with new bridge links to the Olympic site (initially for pedestrians and emergency services and after the Olympics opened up for vehicles). The potential impact of construction workers parking in the area needs to be taken into account.
- 4.2 Further improvements to the public transport network are anticipated with the diversion of route 276 into the Bow area, increased frequency of trains to Hackney Wick, and pedestrian and cyclist improvements along the Greenway.
- 4.3 Controlled Parking will obviously need to be in place before the Olympics. However, with construction of the Olympic site underway it is desirable to introduce Controlled Parking as soon as possible to (a) protect existing businesses and residents from an influx of construction workers seeking parking on Fish Island and (b) take account of access/egress requirements of buses and the influx of staff seeking on-street parking associated with the possible relocation of a Bus Depot and Garage on Wyke Road serving a number of bus routes in east and central London.

The proposed Bus Depot and Garage is on a site subject to a London Development Agency Compulsory Purchase Order and is currently subject to a planning application to be considered in the imminent future by the London Thames Gateway Development Corporation. The site would be a replacement site for First Buses whose current site on Waterden Road in Hackney is located in an area identified as part of the main Olympic site and which is scheduled for closure at the end of 2007.

4.4 Surveys undertaken in August 2006 revealed that even without any further development, midweek there were some 233 vehicles parked in the area (158 within marked out bays and 75 on yellow lines/footway) and on Saturday there were 142 vehicles (74 within marked out bays and 68 on yellow lines/footway).

4.5 To have the desired effect of protecting sightlines, turning circles, providing kerb side delivery facilities and maintaining the flow of traffic especially for buses and emergency service vehicles whilst providing parking facilities for local businesses, residents and visitors, it is proposed to introduce Controlled Parking as follows in the Fish Island area:

(A) The existing marked out parking bays (adjusted as necessary to accommodate the access/egress requirements for buses entering and leaving the proposed Garage/Depot) be formalised as either Permit Bays, Multi Use bays (Any Permit or Pay and Display) or Motorcycle Bays. A street by street breakdown of the approximate number of spaces and type is attached as Appendix 1 to this report.

(B) That Double Yellow Line "At Any Time" waiting restrictions be introduced in Wick Lane (with the exception of existing marked out parking bays), Wansbeck Road, Monier Road (between Smeed Road and Wansbeck Road), Remus Road and Smeed Road (between Monier Road and Wyke Road).

(C) That 8.30am to 5.30pm Monday to Saturday waiting restrictions would apply to all single yellow lines within the area.

(D) That the qualification criteria and charges for Permits be in line with those applying in the rest of the Borough, such charges currently being:

Resident Permit	£ 70.00
Business Permit	£525.00
Contractor Permit	£525.00
Resident Visitor Scratchcard	£ 10.00 for a book of 10 cards

- (E) That the hourly charge for Pay and Display tickets be in line with that applying in the adjoining area of Bow, currently £2.00 per hour with a maximum stay of 2 hours and no return within 1 hour.
- 4.6 Consultation will be undertaken with the emergency services, local Business and Residents' Associations and by way of street and press notices in accordance with statutory requirements.

## **5. FINANCIAL IMPLICATIONS**

- 5.1 Implementation of Controlled Parking as detailed in paragraph 4.4 would involve (a) initial expenditure in the region of £50-60k to cover the costs of statutory Public Notices, and contractors' fees for the necessary road markings, parking signs and Pay and Display machines; and (b) on-going costs in the region of £30,000 per annum for additional Parking Attendants and maintenance costs to enforce the regulations.
- 5.2 Although Finance has been set aside in this year's budget for the implementation costs detailed in 5.1, Officers are seeking financial assistance from the Olympic Delivery Authority and from the Developers of the proposed Bus Garage Depot on Wyke Road.
- 5.3 It is expected that on-going costs will be cost neutral as expenditure on salaries and maintenance will be offset against income from the purchase of Permits, Pay and Display income and from Penalty Charge Notices.

## **6. COMMENTS OF THE CHIEF FINANCIAL OFFICER**

- 6.1 This report outlines proposals for the extension of Controlled Parking into the Fish Island area for the reasons as set out in Appendix 2. Cost implications of the proposal relate to initial set up costs estimated at £50-£60k (covering road markings, parking signs, pay and display machines etc) and ongoing costs for enforcement of regulations estimated at £30k per annum. Provision has been made within the Parking Control Account in 2007/08 to meet set up costs. As outlined in paragraph 5.2 approaches have also been made to the Olympic Delivery Authority and to the developers of a Bus Garage site on the island for a contribution to these costs.

It is anticipated that ongoing costs of enforcement will be cost neutral as these will be met in full from income resulting from fees and charges.

**7. CONCURRENT REPORT OF THE ASSISTANT CHIEF EXECUTIVE (LEGAL)**

7.1 Section 45 of the Road Traffic Regulation Act 1984 ('RTRA') permits a local authority by Order (known as a Traffic Management Order) to designate parking places on highways for which they are the traffic authority or, if they are not the traffic authority for that highway, with specific consent of the traffic authority for that highway.

7.2 An Order may designate a parking place for use (either at all time or at times specified in the order) only by such persons or vehicles, or such persons or vehicles of a class specified in the order, as may be authorised for the purpose by a permit from the authority and also with or without charge and subject to such conditions as to duration of parking or times at which parking is authorised.

7.3 In determining what parking places are to be designated under this section the authority shall consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the matters to which that authority shall have regard include (a) the need for maintaining the free movement of traffic; (b) the need for maintaining reasonable access to premises; and (c) the extent to which off-street parking accommodation, whether in the open or under cover, is available in the neighbourhood or the provision of such parking accommodation is likely to be encouraged there by the designation of parking places under this section. Before an Order can be made, certain statutory consultation must take place and any representations made considered.

7.4 Section 6 of the RTRA permits local authority by order for controlling vehicular and other traffic (including pedestrians) on roads and such regulations or controls include waiting restrictions. An order may be made to apply so that they can apply to particular places or streets or parts of streets. Further, the restrictions can apply throughout the day or just during particular periods. Before an order can be made, Notice in the prescribed form must be published.

**8. EQUAL OPPORTUNITIES IMPLICATIONS**

8.1 None specific.

**9. ANTI-POVERTY IMPLICATIONS**

9.1 None specific.

## **10. SUSTAINABLE ACTION FOR A GREENER ENVIRONMENT**

- 10.1 Restraint of parking is one of the most effective controls that local authorities have in directly affecting the impact of traffic levels on the local environment and public safety.

Anticipated benefits are improved safety, reduced impact of excessive numbers of parked vehicles and a reduction in environmental damage caused by vehicle exhaust pollutants and noise.

## **11. EFFICIENCY STATEMENT**

- 11.1 Officers are seeking financial assistance from the Olympic Delivery Authority and from the Developers of the proposed Bus Garage Depot on Wyke Road in respect of the set up costs of the scheme
- 11.2 It is expected that on-going costs will be cost neutral as expenditure on salaries and maintenance will be offset against income from the purchase of Permits, Pay and Display income and from Penalty Charge Notices.

## **12. RISK MANAGEMENT IMPLICATIONS**

- 12.1 Failure to implement Controlled Parking in the Fish island area as detailed in 4.5 will have a negative impact on traffic flows, road safety and the ability for local businesses and residents, and their respective customers/visitors, to park near their premises/homes.

## **13. APPENDICES**

Appendix 1 – Initial proposals for provision of parking spaces in Fish Island by street and type.

Appendix 2 - Statement of Reasons

Appendix 3 - Map of the Fish Island Area



**APPENDIX 1**

**INITIAL PROPOSALS FOR PROVISION OF PARKING SPACES ON FISH ISLAND BY STREET AND TYPE**

Street	Bay Type					Total Spaces
	Multi	Permit	Disabled	Motorcycle	Loading	
Autumn Street		9				9
Beachy Road	37					37
Bream Street	11					11
Crown Close		4		10		14
Dace Road	35	5	4		2	46
Davey Road						0
Hepscott Road	10					10
Iceland Road		5				5
Maverton Road		7				7
Monier Road	30					30
Remus Road						0
Roach Road	15					15
Rothbury Road	11					11
Smeed Road	11					11
Stour Road	36					36
Trego Road	17					17
Wallis Road	14					14
White Post Lane	17	6				23
Wick Lane	8					8
Wyke Road	46			10		56
<b>Total</b>	<b>298</b>	<b>36</b>	<b>4</b>	<b>20</b>	<b>2</b>	<b>360</b>

## **APPENDIX 2**

### **STATEMENT OF REASONS**

The proximity of the area known as Fish Island to the 2012 Olympic Site will make the area an attractive destination for motorists working on the site. In addition, current and proposed developments in the area will increase demand for parking which is largely uncontrolled at the present time.

The Council is therefore proposing to extend the existing Bow Controlled Parking Zone (B Zone) to include the area known as Fish Island with a view to:

- Providing appropriate parking facilities for residents, businesses and visitors
- Protecting sight lines (road safety) and turning circles
- Providing kerb side delivery facilities; and maintaining the flow of traffic especially for buses and emergency vehicles

